

EXHIBIT 13

PLAQUEMINES

**PLAQUEMINES EXPANSION, LLC
AND VENTURE GLOBAL PLAQUEMINES LNG, LLC**

PLAQUEMINES EXPANSION PROJECT

Resource Report 8

Land Use, Recreation, and Aesthetics

**Docket No.
CP26-____-000**

**Prepared by
Burns & McDonnell Engineering Company, Inc.**

November 2025

PLAQUEMINES EXPANSION, LLC AND VENTURE GLOBAL PLAQUEMINES LNG, LLC

**PLAQUEMINES EXPANSION PROJECT
RESOURCE REPORT 8 – LAND USE, RECREATION, AND AESTHETICS**

Resource Report 8 – Land Use, Recreation and Aesthetics	
Full Filing Requirements	
Information	Report Section Reference
<p>This report is required for all applications except those involving only facilities which are of comparable use at existing compressor, meter, and regulator stations. It must describe the existing uses of land on, and (where specified) within 0.25 mile of, the proposed project and changes to those land uses that would occur if the project is approved. The report shall discuss proposed mitigation measures, including protection and enhancement of existing land use. Resource Report 8 must:</p>	
<p><input type="checkbox"/> 1. Describe the width and acreage requirements of all construction and permanent rights-of-way and the acreage required for each proposed plant and operational site, including injection or withdrawal wells.</p> <p>(i) List, by milepost, locations where the proposed right-of-way would be adjacent to existing rights-of-way of any kind.</p> <p>(ii) Identify, preferably by diagrams, existing rights-of-way that would be used for a portion of the construction or operational right-of-way, the overlap and how much additional width would be required.</p> <p>(iii) Identify the total amount of land to be purchased or leased for each aboveground facility, the amount of land that would be disturbed for construction and operation of the facility, and the use of the remaining land not required for project operation.</p> <p>(iv) Identify the size of typical staging areas and expanded work areas, such as those at railroad, road, and waterbody crossings, and the size and location of all pipe storage yards and access roads.</p>	Section 8.2
<p><input type="checkbox"/> 2. Identify, by milepost, the existing use of lands crossed by the proposed pipeline, or on or adjacent to each proposed plant and operational site.</p>	Table 8.2-1
<p><input type="checkbox"/> 3. Describe planned development on land crossed or within 0.25 mile of proposed facilities, the time frame (if available) for such development, and proposed coordination to minimize impacts on land use. Planned development means development which is included in a master plan or is on file with the local planning board or the county.</p>	Section 8.2.6
<p><input type="checkbox"/> 4. Identify, by milepost and length of crossing, the area of direct effect of each proposed facility and operational site on sugar maple stands, orchards and nurseries, landfills, operating mines, hazardous waste sites, state wild and scenic rivers, state or local designated trails, nature preserves, game management areas, remnant prairie, old-growth forest, national or state forests, parks, golf courses, designated natural, recreational or scenic areas, or registered natural landmarks, Native American religious sites and traditional cultural properties to the extent they are known to the public at large, and reservations, lands identified under the Special Area Management Plan of the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, and lands owned or controlled by federal or state agencies or private preservation groups. Also identify if any of those areas are located within 0.25 mile of any proposed facility.</p>	Sections 8.2.5, 8.2.7, and 8.3
<p><input type="checkbox"/> 5. Identify, by milepost, all residences and buildings within 50 feet of the proposed pipeline construction right-of-way and the distance of the residence or building from the right-of-way. Provide survey drawings or alignment sheets to illustrate the location of the facilities in relation to the buildings.</p>	Not Applicable
<p><input type="checkbox"/> 6. Describe any areas crossed by or within 0.25 mile of the proposed pipeline or plant and operational sites which are included in, or are designated for study for inclusion in: The National Wild and Scenic Rivers System (Title 16 United States Code [U.S.C.] part 1271); The National Trails System (16 U.S.C. 1241); or a wilderness area designated under the Wilderness Act (16 U.S.C. 1132).</p>	Section 8.3
<p><input type="checkbox"/> 7. For facilities within a designated coastal zone management area, provide a consistency determination or evidence that the applicant has requested a consistency determination from the state's coastal zone management program.</p>	Section 8.2.1
<p><input type="checkbox"/> 8. Describe the impact the project will have on present uses of the affected area as identified above, including commercial uses, mineral resources, recreational areas, public health and</p>	Sections 8.2.7 and 8.3

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safety, and the aesthetic value of the land and its features. Describe any temporary or permanent restrictions on land use resulting from the project.	
<input type="checkbox"/> 9. Describe mitigation measures intended for all special use areas identified under paragraphs (j) (2) through (6) of this section.	Section 8.3
<input type="checkbox"/> 10. Describe proposed typical mitigation measures for each residence that is within 50 feet of the edge of the pipeline construction right-of-way, as well as any proposed residence-specific mitigation. Describe how residential property, including for example, fences, driveways, stone walls, sidewalks, water supply, and septic systems, would be restored. Describe compensation plans for temporary and permanent rights-of-way and the eminent domain process for the affected areas.	Section 8.2.2
<input type="checkbox"/> 11. Describe measures proposed to mitigate the aesthetic impact of the facilities especially for aboveground facilities such as compressor or meter stations.	Section 8.4
<input type="checkbox"/> 12. Demonstrate that applications for rights-of-way or other proposed land use have been or soon will be filed with federal land-management agencies with jurisdiction over land that would be affected by the project.	Section 8.2.2

Federal Energy Regulatory Commission Comments dated September 30, 2025 on Draft Resource Report 8		
Number	Comment	Response/Report Section Reference
1	Section 8.2 states the majority of the Expansion Facilities is on “fastlands.” Provide the following information in regard to fastlands: a. the areas of the Project which are on fastlands; b. a citation or figure that includes fastlands mapping; c. the state agency responsible for fastlands; d. any special permitting that would be required for fastlands; and e. any specific construction or restoration measures for fastlands.	This has been addressed in section 8.2.1, figure 8.2.1-1, and appendix 8A.
2	Provide the following edits to table 8.2-1: a. Divide site components by currently authorized/existing disturbance and proposed disturbance. b. Clarify which components are temporary and which are permanent.	This has been addressed in table 8.2-1.
3	Provide a revised figure 8.2-1 which includes the items, with consistent labels, from table 8.2-1.	This has been addressed in appendix 8A.
4	For areas that would be temporarily disturbed during construction, describe proposed restoration measures (e.g., wetlands to upland conversion) and post-reclamation land use.	This has been addressed in section 8.2.10, Resource Report 1 section 1.5, and Resource Report 7 section 7.5.
5	Table 8.2-1 includes 260.7 acres of permanent effects (253.7 acres of wetland and 6.6 acres of open water) from the “Parking/ Laydown (Temporary)” site component for operation of the terminal. For the 253.7 acres of operational effects on wetlands, footnote “c” states “Gravel will be removed from area and land will be revegetated; however, wetlands will not be restored. Forested and scrub-shrub wetlands will be maintained in an herbaceous state during operation.” Clarify that the temporary parking/laydown area would not be used for operation of the terminal, and rather the permanent effects are from the permanent conversion of wetlands to herbaceous vegetation. Clarify the permanent effects on open water.	This has been addressed in Table 8.2-1, Resource Report 2 section 2.3, and Resource Report 3 section 3.3.3.
6	Confirm that a Coastal Use Consistency Determination is only required for the in-water work associated with the marine berth, and no other facilities/effects associated with the Expansion Facilities.	This has been addressed in section 8.2.1.
7	Section 8.2.2 states “Through an affiliate, the Applicants have secured part of the Project workspace through a lease agreement with the Port, as discussed in section 8.2.5. The Port is in the process of acquiring the remaining privately-owned parcels within the Expansion Facilities workspace.” Provide the status of negotiations between the Port and these private landowners.	The acquisition of the remaining privately-owned parcels is being conducted by the Louisiana Gateway Port, an independent third party. Due to the nature of these negotiations, the Applicants are not party to, nor can they disclose, the specific status of these ongoing discussions. The Applicants will provide an update to FERC once the land acquisition process is complete.

Federal Energy Regulatory Commission Comments dated September 30, 2025 on Draft Resource Report 8		
Number	Comment	Response/Report Section Reference
8	Clarify if there are residences across SH 23 from the Expansion Facilities (west of noise sensitive area [NSA] 6). Clarify if the Applicant owns any of these properties and if they are currently occupied. Describe the structure adjacent to the east side of the Expansion Facilities (e.g., residence, barn, etc.). Describe potential effects on these residences and structures from construction and operation of the Project.	<p>These residences are unoccupied, and the properties are owned by the Louisiana Gateway Port.</p> <p>The structure to the east of the parking/laydown workspace is part of On-Site Concrete, which is a concrete batch plant which is anticipated to provide concrete for the Project. The Project will have no effect on the unoccupied residences. The potential effects on the concrete batch plant would be the similar to those discussed in section 8.2.10. A temporary, heavy haul road will be constructed between the batch plant and the Expansion Facilities to alleviate concrete truck traffic from SH 23.</p>
9	Section 8.2.5.1 states “One subdivision is located approximately 1 mile to the west of the Project at the intersection of Lake Hermitage Road and Squirrel Road. No direct impacts to these properties are expected as a result of the Project.” Appendix 9A includes figures that depict NSAs near the Project, including three residences (NSAs 2, 6, and 9). Describe the visual effects on these residences from construction and operation of the Project. Specify the distance between NSA 6 and the closest Project workspace.	This has been addressed in section 8.2.5.1 and Resource Report 9 figures 9.2.2-1 and 9.3.3-2.
10	Section 8.2.7 states that Plaquemines Parish lies within the Barataria-Terrebonne National Estuary, which is managed under the National Estuary Program. Describe the Project’s potential effects on the estuary; any necessary consultations in regard to the estuary and/or program; and any specific construction or restoration measures to avoid or minimize effects.	This has been addressed in section 8.2.7.
11	Table 8.2-2 includes the Bayou Grande Cheniere Marsh & Ridge Restoration Coastal Protection and Restoration Authority (CPRA) site 4.2 miles southeast from the Project; however, table 1.11-2 lists this CPRA site 7.3 miles from the Project. Clarify this discrepancy and revise the table(s) as appropriate.	This has been addressed in table 8.2-2.
12	Section 8.2.7 states the Lake Hermitage Marsh Creation CPRA site has been completed and is 1.3 miles southeast of the Project. Describe when this site was completed, and confirm it would not contribute to cumulative effects along with the Project (as it was not included in table 1.11-2).	This has been addressed in section 8.2.7.
13	Section 8.2.9 describes the construction of a new heliport within the Expansion Facilities. Include the proposed heliport location on figure 1.1-3 and the revised figure 8.2-1. Include a description of the heliport as a Project facility in Resource Report 1 section 1.3.1. Describe if the heliport would be used to facilitate construction, during operations, or both. Include the proposed number of trips during construction and/or on an annual basis during operation. Describe effects from the heliport, including visual, noise, and air quality effects in the applicable resource reports.	This has been addressed in section 8.2.9.
14	Section 8.3.2 states “The Expansion Facilities are within the West Zone for migratory game birds and Zone 9 for deer (LDWF, 2025e); however, the Project is located on Port-owned land and is not used for hunting.” Describe if hunting currently occurs on the Project private lands not currently owned by the Port.	This has been addressed in section 8.3.2.

Federal Energy Regulatory Commission Comments dated September 30, 2025 on Draft Resource Report 8		
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15	Section 8.3.2 describes duck hunting in the marsh areas south of the Expansion Facilities surrounding Lake Judge Perez, with launch sites available off Hermitage Road, West Bayou Lane, and Cascio Lane within the camp community area. Describe the distance from the Expansion Facilities to these launch sites, and any potential effects from construction or operation of the Project on these boat launch sites and duck hunting.	This has been addressed in section 8.3.2.
16	Section 8.3.3 describes the Myrtle Grove Marina (4.5 miles northwest of the Project) and the Davant Boat Launch, a commercial maritime support service, the nearest boat launch to the Project. Describe the distance from the Expansion Facilities to the Davant launch, and any potential effects from construction or operation of the Project on the Myrtle Grove Marina and Davant Boat Launch.	This has been addressed in section 8.3.3.
17	Provide design details of the proposed storm surge wall (e.g., location, length).	This has been addressed in appendix 1A.
18	Section 8.4 states that a visual assessment will be completed as part of a subsequent version of the report. The following should be provided in the visual assessment: a. Digital Surface Model (DSM) based viewshed mapping from the tallest Project components to establish a visual study area and identify sensitive visual resources/areas; b. an analysis of visual effects from construction and operation of the Project on sensitive visual areas/resources, residential areas, and SH 23 (National Scenic Byway) within the visual study area; c. an analysis of visual effects from the proposed storm surge wall; d. an analysis of visual effects from vessel traffic on sensitive visual areas/resources, residential areas, and SH 23, if any; e. visual simulations from areas of potential visibility on sensitive visual areas/resources, residential areas, and SH 23, in order to study visibility and daytime and nighttime lighting effects; and f. a description of planned mitigation measures to minimize visual effects (e.g. painting tall facilities in accordance with the U.S. Bureau of Land Management visual resources color tool).	This has been addressed in appendix 8C.

PLAQUEMINES EXPANSION, LLC AND VENTURE GLOBAL PLAQUEMINES LNG, LLC
PLAQUEMINES EXPANSION PROJECT
RESOURCE REPORT 8 – LAND USE, RECREATION AND AESTHETICS

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Appendix 8B	Facility Lighting Plan
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ACRONYMS AND ABBREVIATIONS

Applicants	Plaquemines Expansion, LLC and Venture Global Plaquemines LNG, LLC
application	The application to the Federal Energy Regulatory Commission of the Applicants for authorization to site, construct, and operate natural gas liquefaction and export facilities
Authorized Facilities	The permanent land- and marine-based Plaquemines LNG natural gas liquefaction, storage, and export facilities
AST	aboveground storage tank
BTNEP	Barataria-Terrebonne National Estuary Program
CEII	Critical Energy Infrastructure Information
CFR	Code of Federal Regulations
Commission	Federal Energy Regulatory Commission
CPRA	Coastal Protection and Restoration Authority
CZB	Coastal Zone Boundary
EPA	U.S. Environmental Protection Agency
ERM	Environmental Resources Management, Inc.
Expansion Facilities	The permanent land- and marine-based Plaquemines Expansion natural gas liquefaction, storage, and export facilities
Expansion Site	land-based footprint of the Expansion Facilities within the storm surge wall
FAA	Federal Aviation Administration
FERC	Federal Energy Regulatory Commission
FP	Flood Plain zone
I-3	Heavy Industrial zone
LADOTD	Louisiana Department of Transportation and Development
LDCE	Louisiana Department of Conservation and Energy
LDWF	Louisiana Department of Wildlife and Fisheries
LNG	liquefied natural gas
Marine berth	LNG loading dock on the Mississippi River
MTPA	million metric tonnes per annum
NEP	National Estuary Program
NLCD	National Land Cover Database
OCM	Office of Coastal Management
Plaquemines Expansion	Plaquemines Expansion, LLC
Plaquemines LNG	Venture Global Plaquemines LNG, LLC
Port	Louisiana Gateway Port
Project	Plaquemines Expansion Project
SH	State Highway
SPCC Plan	Spill Prevention, Control, and Countermeasure Plan
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USGS	U.S. Geological Survey

UST underground storage tank
Venture Global Venture Global LNG, Inc.

PLAQUEMINES EXPANSION, LLC AND VENTURE GLOBAL PLAQUEMINES LNG, LLC

PLAQUEMINES EXPANSION PROJECT

8.0 RESOURCE REPORT 8 – LAND USE, RECREATION AND AESTHETICS

8.1 INTRODUCTION

Resource Reports 1 through 13 collectively make up the Environmental Report submitted to the Federal Energy Regulatory Commission (“FERC” or “Commission”) as part of the application (the “Application”) of Plaquemines Expansion, LLC (“Plaquemines Expansion”) and Venture Global Plaquemines LNG, LLC (“Plaquemines LNG”), together referred to as the “Applicants” and both wholly owned subsidiaries of Venture Global LNG, Inc. (“Venture Global”), for the proposed expansion (“Project”) of the Plaquemines LNG Terminal that is currently under construction in Plaquemines Parish, Louisiana.

On September 30, 2019, the Commission authorized Plaquemines LNG to site, construct and operate a new liquefied natural gas (“LNG”) export terminal and associated facilities along the Mississippi River in Plaquemines Parish, Louisiana.¹ The Authorized Facilities at the Plaquemines LNG export terminal include: (a) one natural gas gate station; (b) six pretreatment facilities; (c) 18 liquefaction blocks; (d) four full containment above ground storage tanks; (e) boil-off, flash, and gas relief systems; (f) three LNG loading berths; (g) two 710-megawatt electric power generation plants; (h) one warm flare, one cold flare, one spare flare, one low pressure flare, and one marine flare; (i) safety and security systems; and (j) other appurtenant facilities. The Authorized Facilities are under construction and commissioning and Plaquemines LNG has commenced the export of commissioning cargos.²

As part of this Project, Plaquemines Expansion proposes to build, own, and operate additional liquefaction facilities capable of producing an average annual capacity of 26.5 million metric tonnes per annum (“MTPA”) with a peak capacity of up to 31 MTPA, and other facilities detailed below. The Expansion Facilities will be situated on an approximately 587-acre permanent site immediately adjacent to the approximately 632-acre site on which the Authorized Facilities are located. A new approximately 500-acre Temporary Workspace and an approximately 77-acre Existing Workspace from the Authorized Facilities will be utilized during construction.

The Project facilities will include (a) one natural gas gate station; (b) five pretreatment facilities; (c) 16 liquefaction blocks capable of producing an average annual capacity of 26.5 MTPA; (d) seven LNG expanders; (e) boil-off, flash, and gas relief systems; (f) one LNG loading berth for ocean-going vessels; (g) one warm flare, one cold flare, one spare flare, and one marine flare; (h) two 710-megawatt natural gas-fired combined cycle electric generation facilities; (i) safety and security systems; and (j) other appurtenant facilities. The Applicants expect to begin construction of the Project upon receipt of all required regulatory approvals, as detailed below. The Project will be interconnected with the Plaquemines LNG terminal and will share in the

¹ Venture Global Plaquemines LNG, LLC and Venture Global Gator Express, LLC, 168 FERC ¶ 61,204 (2019) (“2019 Order”). The LNG terminal facilities authorized by the 2019 Order are collectively referred to herein as “Authorized Facilities.” The 2019 Order also authorized Venture Global Gator Express, LLC to construct and operate a new natural gas pipeline system within Plaquemines Parish. The Commission recently authorized the increase in the maximum liquefaction capacity of the Authorized Facilities without any new facilities, construction activities, or facility modifications. Venture Global Plaquemines LNG, LLC, 190 FERC ¶ 61,113 (2025).

² The Commission approved Plaquemines LNG’s request to load the first LNG export cargo on December 20, 2024. Accession No. 20241220-3027, Delegated Order issued in Docket No. CP17-66-000. Plaquemines LNG files both monthly construction reports and weekly commissioning reports with the Commission in that docket.

utilization of certain Authorized Facilities, including treated gas, utilities, LNG storage tanks, low pressure flare, LNG loading berths, marine flare, electrical power generation, and other appurtenant facilities. The Project will not include any new FERC-jurisdictional interstate pipeline facilities; rather, feed gas for the Project will be delivered by a non-jurisdictional intrastate natural gas transmission pipeline system that will be constructed by an affiliate of the Applicants that will connect the Project to the existing natural gas pipeline network in northern Louisiana, and will provide feed gas to the liquefaction and power generation facilities. This pipeline is further described in section 1.8.³

Resource Report 8 characterizes and quantifies land affected by construction and operation of the proposed Project. The report identifies existing and planned residential and commercial areas, public lands, designated recreational areas, and special use areas; it also addresses the potential visual impacts of the Project facilities on these land uses. Information for this resource report has been compiled from the following sources: publicly available documents, including U.S. Geological Survey (“USGS”) topographic maps and recent aerial photography; on-site and site-area investigations; and consultation with appropriate federal and state agencies.

8.2 LAND USE

The Project will be located in Plaquemines Parish, on the west bank of the Mississippi River between river mile markers 54 and 55, bordered by private property and land held by the Louisiana Gateway Port, both historically used for agricultural purposes (e.g., sugar cane production and cattle grazing) as well as the Plaquemines LNG Terminal Facilities. Figure 1.1-1 in Resource Report 1, appendix 1A, provides an overview of the Project, including the Expansion Facilities, and figure 1.3-1 in resource report 1, appendix 1A, filed as Critical Energy Infrastructure Information (“CEII”), provides an overview of the Expansion Facilities.

The Expansion Facilities will occupy approximately 1,300 feet of Mississippi River frontage and will be bisected by State Highway (“SH”) 23. SH 23 is a north–south regional highway that serves Plaquemines Parish and Jefferson Parish to the north. The Project area is characterized by flat terrain with herbaceous cover on the south side of SH 23 and herbaceous, scrub-shrub, and woody plant cover north of SH 23. The Project property was once used for sugar cane farming, but transitioned to pastoral use in the early to mid-twentieth century, and is currently used as open land historically used for cattle grazing.

The Expansion Facilities are transected by the federally maintained levee along the west bank of the Mississippi River. The levee is part of the Mississippi River Flood Control Program, as part of the Oakville to St. Jude Polder levee system, and is under the regulatory control of the U.S. Army Corps of Engineers (“USACE”) New Orleans District. Most of the Project is on “fastlands,” a state designation for lands surrounded by publicly-owned, maintained, or otherwise validly existing levees or natural formations where drainage pumping occurs to maintain the land. Areas within existing leveed systems “under pump” are defined as fastlands. Most of the Project is enclosed by the Oakville to St. Jude Polder levee system. Two levees border the Project, the New Orleans to Venice Hurricane Risk Reduction Project levee to the south and the Mississippi River and Tributaries Project levee to the north. These levees were part of two separate USACE projects that are now collectively managed. The marine berth will be located outside of the leveed area. The Pointe Celeste Pump Station is located in this leveed area and maintains the water levels in the area between the two levees.

³ The new intrastate natural gas pipeline is expected to consist of approximately 300 miles of 48-inch-diameter pipeline, with firm transportation capacity of approximately 4.5 billion cubic feet per day.

Table 8.2-1 below and figure 8.2-1 (see appendix 8A) identify the existing land cover types for the Expansion Facilities based on field observations and available aerial imagery.

Site Component	Open Land		Developed		Wetland ^a		Open Water		Forested Land		Total ^b	
	Const.	Oper.	Const.	Oper.	Const.	Oper.	Const.	Oper.	Const.	Oper.	Const.	Oper.
Expansion Facilities												
Expansion Site	174.3	174.3	90.2 ^c	90.2 ^c	181.6	181.6	14.7	14.7	0.0	0.0	462.0	462.0
Permanent Workspace	70.9	70.9	4.4	4.4	24.8	24.8	4.8	4.8	0.0	0.0	104.8	104.8
Marine Berth (Land-Based)	0.0	0.0	3.6	3.6	6.8	6.8	7.6	7.6	0.8	0.8	20.3	20.3
Temporary Workspace												
Parking/ Laydown	188.5	0.0	0.2	0.0	253.7	0 ^d	6.6	6.6 ^d	0.0	0.0	449.4	0.0
Marine Berth ^e (Water-Based)	0.0	0.0	2.2	0.0	2.0	0.0	38.8	0.0	0.0	0.0	43.0	0.0
Utility/ Drainage	2.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0
Existing Workspace^e	0.2	0.0	77.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.6	0.0
Total^b	435.9	245.2	183.4	98.2	468.9	213.2	72.5	27.1	0.8	0.8	1,164.1	587.1^f
Source: Venture Global												
^a Includes PEM, PSS, and PFO wetlands. See table 2.4-1 in resource report 2 for a summary of wetlands by wetland type.												
^b Totals may not match the sum of addends due to rounding.												
^c Includes approximately 75.2 acres of developed land associated with the Authorized Facilities.												
^d Gravel will be removed from area and land will be revegetated; however, wetlands will not be restored. Forested and scrub-shrub wetlands will be maintained in a herbaceous state during operation. Open water (e.g., borrow pits) will not be re-excavated.												
^e Existing workspace has been previously approved for the Authorized Facilities, and Plaquemines Expansion will utilize this space during construction.												
^f Total does not include impacted wetland acreage as this area will not be used in the operational footprint.												

The following land cover types are found within the Project area:

- **Open Land:** Includes undeveloped upland areas dominated by herbaceous plant cover, used historically for cattle grazing but not used actively cultivated for agriculture;
- **Forested Land:** Includes upland areas dominated by tree and vine species;
- **Developed Lands:** Includes power or utility stations, manufacturing or industrial facilities, paved areas, commercial facilities, and roads;
- **Forested Wetlands:** Includes wetlands dominated by tree and vine species;
- **Emergent Wetlands:** Includes wetlands dominated by herbaceous plant species and may be used as open land; and
- **Open Water:** Includes waterbodies such as ditches, drainage canals and that portion of the Project located within the Mississippi River.

The construction footprint of the Project includes about 435.9 acres of open land; 184.2 acres of developed land; 468.9 acres of wetlands (417.8 acres of emergent wetland; 43.2 acres of scrub-shrub wetland; 8.5 acres of forested wetland); and 72.5 acres of open water (see table 8.2-1). Although most of the land in this area is classified as cultivated crops by the National Land Cover Database (“NLCD”) (USGS, 2024), it is not actively used to raise cultivated crops.

About 732 acres (e.g., those areas currently with open land, emergent or forested wetland land cover; see table 8.2-1) of the Project area will be permanently converted to industrial uses. This area will encompass all project facilities detailed in resource report 1, section 1.3, including the Expansion Facilities and a marine berth (see figure 1.3-1 in appendix 1A, which is filed as CEII).

An approximately 77-acre Temporary Workspace will occupy areas previously developed for the Authorized Facilities along the northwestern portion of the Expansion Facilities. This area is part of the Authorized Facilities and currently serves as a parking area and equipment staging area (see FERC Docket No. CP17-66-000).

A trestled pipe system containing LNG transfer piping, boil-off gas piping, and fire water piping will be constructed between the Expansion Facilities and the LNG loading dock which will cross SH 23. The trestle will have vertical supports on the north and south shoulders of the road. Aboveground cryogenic piping will connect the Expansion Facilities and Authorized Facilities to the LNG loading dock, which will additionally carry utility connections to the LNG loading docks, crossing the Mississippi River, Mississippi Rier and Tributaries Project levee, and SH 23.

The marine berth on the Mississippi River will be located downstream of the existing marine berths associated with the Authorized Facilities. The Mississippi River is about 110 feet deep at the marine berth; therefore, dredging will not be required for LNG carriers to access the loading docks from the river. Approximately five acres of woody batture will be affected during construction of the marine berth by clearing the area to use during construction, and post-construction will be allowed to naturally revegetate while periodically maintained to prevent overgrowth of woody vegetation. Impacts to the riverbed are expected to be minimal as this portion of the river is stabilized below the waterline with concrete revetment blankets.

8.2.1 Coastal Zone Management Area

The Louisiana Coastal Management Program, approved by the National Oceanic and Atmospheric Administration in 1980, is administered by the Louisiana Department of Conservation and Energy⁴ (“LDCE”), Office of Coastal Management (“OCM”). The primary authority for the Coastal Management Program is the State and Local Coastal Resources Management Act of 1978. The Louisiana coastal zone, which extends 16 to 32 miles inland from the Gulf Coast, covers 10 million acres and includes 40 percent of the nation’s coastal wetlands (LDCE, 2015).

The National Coastal Zone Management Program requires a federal consistency review for actions taken or authorized by federal or state agencies that may affect an approved state coastal zone. A Coastal Use Permit is required from the LDCE OCM for various development activities taking place in the coastal zone, including those of the type proposed by the Project (LDCE, 2025a; LDCE, 2025b). The Project will be designed and built in compliance with

⁴ On October 1, 2025, the Louisiana Department of Energy and Natural Resources (LDENR) became the Louisiana Department of Conservation and Energy (LDCE) (<https://www.dce.louisiana.gov/>).

conditions set forth in various agency authorizations, including the FERC authorization, USACE Section 404/10 and 408 approvals, and the LDCE OCM's Coastal Use Permit. The Project is located within the Louisiana Coastal Zone Management boundary (LDCE, 2012a).

The entirety of Plaquemines Parish lies within the Louisiana Coastal Zone Boundary ("CZB"). The CZB was determined in a 2009 study by the LDCE which considered regional geologic characteristics, topographic profiles, sea level and storm surge elevations, and ranges of coastal aquatic species (LDCE, 2010). The CZB was officially modified by the Louisiana State Legislature in 2012 based on the findings of the LDCE. Within the CZB, certain activities require a coastal use permit from the LDCE OCM.

The Project is partially located within "fastlands," a state designation for lands surrounded by publicly owned, maintained, or otherwise validly-existing levees or natural formations where drainage pumping occurs to maintain the land, as shown in figure 8.2.1-1. Because they are regularly pumped, fastlands subside more quickly than other coastal wetlands and frequently lie below sea level. Due to their low elevation, fastlands do not mitigate storm surges and coastal flooding like other coastal wetlands and are generally exempted from Coastal Use Permitting, except in specific circumstances such as work being performed on salt domes or cheniers (LDCE, 2012b). Fastlands are not mapped by the LDCE; there are no special restoration or construction procedures within fastlands nor a state-permitting program specific to fastlands.

The Project will file for a Coastal Use Consistency Determination from the OCM for the in-water work associated with the marine berth and request a determination from the OCM that the remainder of the Project is exempt from requiring a Coastal Use Permit. The Applicants will submit Joint Permit Applications to the OCM and USACE New Orleans District for a Coastal Use Permit and Coastal Zone Consistency Determination, as well as authorization to perform fill activities in waters of the United States (Clean Water Act [CWA] Section 404 permit) and authorization to construct facilities in a federally navigable waterway (Rivers and Harbors Act [RHA] Section 10 permit). The application will be provided in a supplemental filing.

8.2.2 Louisiana Gateway Port

The Louisiana Gateway Port ("Port"), formerly known as the Plaquemines Port Harbor and Terminal District, is the port authority between New Orleans and the mouth of the Mississippi River which regulates sea commerce and facilitates economic development in Plaquemines' harbors and riverfront. The Port was established in 1921 by the Louisiana State Legislature and is operated by elected members of the Plaquemines Parish Council. The Port is a political subdivision of the State of Louisiana and its jurisdiction is coextensive with the boundaries of Plaquemines Parish. The Port's authority extends across all land and water, including the full width of the Mississippi River channel, its adjacent banks, levees, and submerged zones within Plaquemines Parish, including the first 81 river miles from New Orleans to where the river meets the Gulf (American Journal of Transportation, 2025). The Port's Master Plan designates that the area surrounding the Expansion Facilities will be used exclusively for industrial activities. In 2022, the Port's total throughput was 48 million tons, 48 percent of which represented dry bulk markets (Bujanda & Allen, 2024a). According to the U.S. Department of Transportation's ("USDOT") Bureau of Transportation Statistics, the Port ranked twelfth among U.S. Ports in total tonnage and third in dry bulk tonnage in 2022 (USDOT, 2025).

The Port states in its master plan its intention to partner with businesses in the shipping and energy industries to expand shipping infrastructure along the channel. The Port already accommodates 9 major cargo docks and 15 anchorage facilities and provides 81 miles of deep

draft of at least 50 feet (Bujanda & Allen, 2024a). The Port's business operations include the purchase and acquisition through expropriation of land parcels abutting the Mississippi River to support industrial development for marine commerce. Through an affiliate, the Applicants have secured part of the Project workspace through a lease agreement with the Port, as discussed in section 8.2.5. The Port is in the process of acquiring the remaining privately-owned parcels within the Expansion Facilities workspace. Ultimately, the proposed Project site will likely be used for industrial activities whether the Expansion Facilities are constructed.

8.2.3 Plaquemines Parish Zoning

The Expansion Facilities, Temporary Workspace, and surrounding properties are or will be owned by the Port. In 2010, the Plaquemines Parish Government published a master plan for the objectives of the Parish government including coastal protection, expanding business opportunities, and improving public works. This plan includes fostering industrial activities within the proposed Expansion Facilities and Temporary Workspace. The Parish's master plan calls for the revision of I-3 heavy Industrial District regulations to better accommodate for existing environmental regulations and altering of lighting requirements for the reduction of visual impacts on nearby landowners. The master plan specifies "future land use" for the proposed Project location as "Major Industries" in the western portion of the workspace and "Small Community Mixed Use" in the eastern portion of the workspace (Plaquemines Parish, 2010). The Plaquemines Parish Tax Assessor designates parcel "classes" based on current land use. Within the Plaquemines LNG terminal facilities and the proposed Expansion Facilities footprint, land parcels are classified as "Industrial Acreage", "Rural Acreage", "Single Family Residence", "Waterfront-Industrial Use", "Batture Land", and "Agricultural Acreage". Parcels immediately abutting the Project are largely classified as "Industrial Acreage", "Agricultural Acreage", and "Rural Acreage".

Parcels within the Project area are largely zoned as Flood Plain ("FP") or Heavy Industrial ("I-3"). The Port is in the process of acquiring all privately-owned parcels within the Project area and has submitted requests to the Plaquemines Parish Development Board and Plaquemines Parish Council to rezone parcels within the Project area to I-3 Heavy Industrial use (Plaquemines Parish, 2025). Additionally, the Port is in the process of acquiring parcels adjacent to the Expansion Facilities and Temporary Workspace and rezoning them for I-3 Heavy Industrial use. All land parcels within the Project area will be zoned for heavy industry prior to construction of the Project. Thus, the Project will be consistent with the zoning and land use plans of the Plaquemines Parish Government.

8.2.4 Mississippi River Ship Channel

The Mississippi River Ship Channel accommodates heavy, year-round vessel traffic and has undergone significant improvement projects for the purpose of allowing heavy commercial and industrial ship traffic. The USACE completed a dredging project which deepened the channel to 45 feet between Donaldsonville, LA (mile marker 181.0) and the Gulf of America⁵ in 1987 (USACE, 2017). The USDOT and USACE are currently conducting dredging work to further deepen the channel to allow for a 50-foot draft for ships (see section 8.2.5). Between mile markers 81.2 and 13.4, the channel is considered "naturally deep" and is not subject to regular maintenance dredging by the USACE (USACE, 2018a). Therefore, the Project will not require USACE dredging activities in the channel to facilitate construction or operation of the Project.

⁵ On January 20, 2025, President Trump issued Executive Order renaming the Gulf of Mexico as the Gulf of America.

8.2.5 Land Ownership and Lease Agreements

The Expansion Facilities will be constructed within an approximately 587-acre property that has been contractually secured by an affiliate of the Applicants through agreements with the Port, which grants the right to lease the property for up to 70 years. An adjacent approximately 500-acre property to be used as a Temporary Workspace was secured through the same agreements.

The Port generates revenue by acquiring privately owned land parcels to lease to business entities along the Mississippi River in Plaquemines Parish. The Port is authorized to acquire lands through expropriation by LA Rev Stat Sec. 34:1353 and is in the process of acquiring privately-owned land parcels within the proposed Expansion Facilities and Temporary Workspace. Once these parcels are acquired by the Port, they will automatically become part of the above-mentioned 70-year lease to an affiliate of the Applicants. The contract with the Port guarantees exclusive rights to use the Expansion Facilities' site for the duration of the lease, well beyond the expected 30-year lifespan of the Expansion Facilities. Once the Port has acquired these parcels, no further easements or land agreements are required to construct the Expansion Facilities.

8.2.5.1 Nearby Residences and Buildings

The Applicants reviewed aerial photography and completed field surveys to identify structures and residences within 50 feet of the Project. According to aerial imagery of the Project area, four residences are located within the eastern portion of the proposed Expansion Facilities and Temporary Workspace. Most residential properties in the Project area have already been acquired by the Port. The Port is in the process of acquiring two remaining privately-owned parcels which will be included in the 70-year lease of the Project area.

One subdivision is located approximately 1.0 mile to the west of the Project at the intersection of Lake Hermitage Road and Squirrel Road. No direct impacts to these properties are expected because of the Project. Residences in the vicinity of the Project are detailed in resource report 9, figure 9.3.3-1. Mitigation measures for air quality and noise impacts on nearby residences are described in further detail in Resource Report 9: Air and Noise. The impacts of light pollution on nearby residences will be minimized in accordance with the Project's Facility Lighting Plan (appendix 8B). Construction of the Project may affect the viewshed from this subdivision. The New Orleans to Venice Hurricane Risk Reduction Project levee and a forested area will largely shield the Expansion Facilities from the view of the subdivision; however, nighttime lighting of the Project may be visible to its residents. The viewshed from this subdivision was analyzed as part of the Project's Visual Assessment, which is included in appendix 8C.

8.2.6 Planned and Existing Residential Developments

The Applicants reviewed planned residential developments within 1 mile of the Project to determine if there is overlap between the Project and planned developments. No Planned developments were identified within 1 mile of the Project. With the exception of the Plaquemines LNG Terminal, there are no existing residences or buildings within 50 feet of the proposed construction work area.

8.2.7 Public or Conservation Land

The Project does not cross any wildlife refuges. Plaquemines Parish lies within the Barataria-Terrebonne National Estuary, which is managed under the National Estuary Program

("NEP"). The NEP was established by Congress through Section 320 of the Clean Water Act and is administered by the U.S. Environmental Protection Agency ("EPA"). While this program is managed by the EPA, all land within the NEP is held privately. The Barataria-Terrebonne National Estuary Program ("BTNEP") includes all or parts of 16 Louisiana parishes between the Mississippi and Atchafalaya Rivers in south Louisiana. The mission of the BTNEP is the "support of activities that sustain the estuary's public water quality, shellfish, fish, and wildlife habitat and populations, recreational and commercial opportunities for estuary residents, and the protection and preservation of unique cultural heritage" (BTNEP, 2025). The program hosts many outreach activities and provides opportunities for volunteering for the public to learn more about estuaries.

The BTNEP is one of the 28 programs managed nationwide by the EPA under the NEP. The goal of the NEP is to prevent activities that threaten an estuary's public water supply, are harmful to shellfish, fish, and wildlife populations, and negatively affect recreational opportunities for estuary residents through programs such as education, habitat restoration, and outreach (BTNEP, 2025). The NEP works to restore the water quality and ecological integrity of estuaries of national significance through national program grant funds and competitive grants, which is used to support their Comprehensive Conservation Management Plan (EPA, 2025a). There is no formal regulatory review process with the NEP. Through implementation of required regulatory framework of federal and state permits and plans, the Project contributes to the protection of the estuary and inherently supports the BTNEP's objectives.

SH 23, also known as Great River Road, is recognized by the USDOT as a National Scenic Byway throughout Louisiana for 773 miles and is used by both residents and visitors to Plaquemines Parish. SH 23 follows the Mississippi River for about 3,000 miles from northern Minnesota to the Gulf of America. The route is an attraction for visitors seeking to experience the Mississippi River, River Road Plantations, blues and jazz music, Cajun and Creole cooking, Mardi Gras, and other cultural events and activities (America's Scenic Byways, 2025). SH 23 is also classified as a Louisiana Byway by the Louisiana Office of Tourism (Louisiana Office of Tourism, 2025). SH 23 runs along the northern border of the Expansion Facilities and Temporary Workspace and will likely experience increased traffic flows at and near this location during Project construction. The Applicants conducted a Traffic Study for the Expansion Facilities (see appendix 5B of resource report 5).

Several existing and proposed restoration sites managed by the Louisiana Coastal Protection and Restoration Authority ("CPRA") are located near the proposed Expansion Facilities and Temporary Workspace. No CPRA project sites are located within the Expansion Facilities or Temporary Workspace, and no impacts are expected to CPRA Projects due to Project construction. Table 8.2-2 identifies CPRA projects near the Expansion Facilities.

Restoration Site ^a	Distance from Project (miles)	Direction from Project Component	Status
Grand Bayou Ridge and Marsh Restoration	4.1	Southeast	Construction ongoing
Grand Bayou Ridge and Marsh Restoration – Increment 2	7.3	Southeast	Construction has not started
Mid-Barataria Sediment Diversion	5.0	West	Project cancelled

Source: Louisiana Coastal Protection and Restoration Authority (CPRA), 2025

Apart from the above-mentioned projects, no CPRA projects are in or will be in active construction near the Project (2025). One CPRA project, the Lake Hermitage Marsh Creation project, completed construction in May 2015 and is currently in its Operations, Maintenance, and Monitoring stage. The Lake Hermitage Marsh Creation project is located 1.3 miles southeast of the Expansion Facilities. Monitoring activities for the Lake Hermitage Marsh Creation project are scheduled to continue through 2034 (CPRA, 2016). More information regarding planned and ongoing restoration projects near the Expansion Facilities can be found in resource report 1, section 1.11. Additional state or local public or conservation lands are further discussed in section 8.3.

8.2.8 Hazardous Sites

EPA databases were searched to identify landfills or hazardous waste sites within 1 mile of the Project, per Title 18 Code of Federal Regulations (“CFR”) § 380.12(j). There are no hazardous waste sites within 1 mile of the Project (EPA, 2025b). There are no landfills located within 1 mile of the Project (EPA, 2025c). A Phase I Environmental Assessment was conducted for the Project area in 2022 by Environmental Resources Management, Inc. (“ERM”). The Phase I Assessment did not identify hazardous materials or hazardous waste at the Project site, nor did it identify any underground storage tanks (“UST”), aboveground storage tanks (“AST”), or any existing underground pipelines within the Project area.

One former oil and natural gas well is located within the Project area which was drilled to a depth of 12,222 feet. This well was reported as a dry well and was plugged and abandoned in September 1985. No evidence of contaminated soil or stressed vegetation was observed in the vicinity of this well during Phase I investigations of the Project site (ERM, 2022). Although not expected, if potentially contaminated materials are encountered during construction, work will stop near the site. The Project has prepared a Contaminated Media Plan (see appendix 2C, resource report 2) which outlines the steps to be taken, including reporting, coordination, and cleanup.

8.2.9 Airports

The closest airport to the Project is Birdwin Airport, located approximately 16 miles to the southeast. The USDOT Federal Aviation Administration (“FAA”) regulations in 14 CFR Part 77 require the Applicants to provide a notice to the FAA of its proposed construction. This notification identifies all equipment that are more than 200 feet above ground level or lesser heights if the facilities are within 20,000 feet of an airport or within 5,000 feet of a helipad. The Expansion Facilities will include equipment taller than 200 feet, namely a 280-foot-tall warm/cold flare structure containing two separate flare headers. Therefore, the regulations in 14 CFR Part 77 apply to that equipment and require the Applicants to provide notice to the FAA of its proposed construction. The Applicants will submit a notice to the FAA for an aeronautical obstruction study and receive a determination for each planned structure over 200 feet tall prior to construction. These determinations will be filed with FERC upon receipt. The determination will identify the required lighting and marking requirements to be determined by the FAA.

LNG carriers generally extend about 115 feet above the waterline. The tallest ships currently utilizing this portion of the Mississippi River are large cruise ships which have heights of around 200 feet. 14 CFR Part 77 states that notice to the FAA is not required for mobile objects which are shielded from air navigation by existing structures or terrain (14 CFR § 77.9[e][1]). Because of the existing presence of large vessels and LNG carriers utilizing this portion of the Mississippi River near the Project, the Applicants will not be required to notify the FAA of new

vessel traffic servicing the Expansion Facilities, as they would not exceed the height of the “highest mobile object” in the area. All LNG carriers will be fitted with FAA and U.S. Coast Guard-mandated lights and markings.

The Project will involve the removal of an existing heliport at the Authorized Facilities and the construction of a new helipad within the permanent workspace immediately adjacent to the Expansion Site. The exact location remains to be determined. After the location is selected, an Airspace Analysis Determination will be obtained from the FAA. The Applicants anticipate that the helipad will be used 1-2 times per month during construction and operation of the Project; Helicopters will use routes and fly at heights in accordance with FAA regulations.

The Project site is located about 17 miles south of the Naval Air Station Joint Reserve Base New Orleans located in Belle Chasse, Louisiana. Helicopter traffic associated with the base is frequent along the Mississippi River and the environmental effects of any incremental helicopter traffic associated with the Expansion Facilities is considered negligible based on its infrequent use. Both the deactivation of the existing heliport and the construction of a new heliport must be reported to the FAA under the requirements of 14 CFR § 157.1. The Louisiana Department of Transportation and Development (“LADOTD”) regulates the construction of aircraft landing areas in Louisiana and requires the registration of any proposed heliport within the State. The construction of heliports is classified as a conditional use in industrially zoned areas. The Applicants will acquire a site development permit from the Plaquemines Parish Government prior to constructing a new heliport. The Applicants will also coordinate with the LADOTD to acquire a site development permit for the construction of the helipad. The Applicants will comply with all state and federal permitting and registration requirements for heliports.

8.2.10 Construction and Operation Impacts and Mitigation

Construction and operation of the Expansion Facilities will not conflict with current land use plans, future land use plans, and/or zoning ordinances of Plaquemines Parish (Plaquemines Parish, 2010). The proposed Project is consistent with the Port’s Master Plan, which specifies that the Project area and surrounding parcels should be used for industrial activities (LGP, 2024). To minimize impacts on adjoining lands, the Expansion Facilities will be designed to comply with LNG facility safety and siting requirements and regulations, including USDOT regulations governing Liquefied Natural Gas Facilities, 49 CFR Part 193 (Liquefied Natural Gas Facilities – Federal Safety Standards); National Fire Protection Association 59A (version and applicable sections referenced in 49 CFR Part 193) (Standard for the Production, Storage, and Handling of LNG); and U.S. Coast Guard, 33 CFR Part 127 (Waterfront Facilities Handling Liquefied Natural Gas and Liquefied Hazardous Gas).

Construction and operation of the Project will require the clearing, grading, modification and/or use of about 1,164.0 acres of land. The LNG liquefaction modules and associated gas-processing equipment will be constructed off-site, reducing the land requirements necessary for equipment fabrication, storage, and laydown areas.

As described in section 1.3.1 of resource report 1, the Expansion Facilities’ process and potable water requirements will be sourced from the Mississippi River and local water utilities. The Project’s liquefaction blocks, as well as electric generation facilities, will be air cooled, significantly reducing the Project’s operational process water requirements. Fire system water will be appropriated from the Mississippi River. Once the Expansion Facilities’ electrical generation facility is placed in service, about 1,420 megawatts will be generated onsite, and about 60 megawatts of supplemental power will be available from Entergy. During construction, the

Expansion Facilities will be powered by temporary power generators and a temporary utility line until the power plant is operational.

Construction activities may result in temporary traffic congestion on local roadways and increased noise and fugitive emissions of particulate matter (dust). Residents may observe an increase in roadway traffic during construction, as well as a change in the viewshed as trucks and vehicles pass. During construction, heavy equipment could track soil and mud onto roadways. If excess soil or mud is tracked onto roadways, it will be removed as soon as practical and placed back within the construction work area. Sediment tracking will be mitigated through dust control measures, which are described in the Project's Fugitive Dust Control Plan which is provided in resource report 9. Sediment barriers will be installed as needed adjacent to roads to prevent sediment being washed from construction areas onto roads during rain events. As discussed in resource report 5, section 5.2.6.2, a Traffic Study was conducted to assess construction traffic volumes, impact, and mitigation measures (see appendix 5B, Resource Report 5).

During construction of the Project, additional noise will be generated from pile driving and the internal combustion engines associated with construction equipment. The noise levels caused by construction of the Project will vary depending on the type of equipment used; the amount of equipment used simultaneously; the distance between the sound generation source and receptor; and existing noise at the site. Construction will occur on a 24-hours-per-day, 7-days-per-week (24/7) basis. Hammer or vibratory pile driving will be limited to the hours of 7 AM to 7 PM. Landowners, local officials, and emergency responders will be notified about the construction schedule as discussed in resource report 1, section 1.10. Noise impacts during construction are further discussed in resource report 9, section 9.3.5.

The Expansion Facilities will produce noise on a continuous basis during operations, but levels are expected to remain within applicable FERC limits. The noise-generating sources during the operation of the liquefaction facility will be the air-cooled heat exchangers, LNG refrigerant compressor gas turbine drive units, gas compressor units, inlet and discharge piping, expander units, and packaged items. Noise impacts during operation are further discussed in resource report 9, section 9.3.6.

Lighting at the Expansion Facilities will be consistent with similar industrial lighting at facilities along the Mississippi River south of Belle Chasse including the Plaquemines LNG Terminal Site adjacent to the Expansion Facilities. In accordance with 33 CFR § 127.09, outdoor lighting at the Expansion facilities will be shielded and pointed downward or at the facilities to avoid interfering with navigation lighting on area waterways. USDOT regulations at 49 CFR § 193.2911 specify 2.2 lux as a minimum lighting requirement to enhance security at LNG facilities. A Facility Lighting Plan is included in Appendix 8B.

The use of heavy equipment during construction increases the potential for accidental releases of fuels, lubricants, and coolants. The accidental release of these materials into adjacent waterbodies could adversely affect aquatic species and recreational activities in the area. The Applicants will minimize the potential impact of spills of hazardous materials by adhering to the Spill Prevention, Control, and Countermeasure Plan ("SPCC Plan") for the Expansion Facilities. The SPCC Plan describes preventive measures such as personnel training, equipment inspection, and refueling procedures to reduce the likelihood of spills, together with mitigation measures, such as containment and cleanup, to minimize potential impacts should a spill occur. Similarly, during operations, the potential for a chemical spill that could adversely affect surface

waters or wetlands is low and will be minimized by adherence to established spill containment procedures as detailed the SPCC Plan. The SPCC Plan will be provided prior to construction.

Temporary Workspaces (e.g., utility/drainage, water-based marine berth workspace, and the parking/laydown area) will be restored upon completion of construction. The utility/drainage workspace will primarily be used to access existing utility infrastructure and will be restored to pre-construction conditions upon completion of construction. All marine equipment (e.g., barges) will be removed from the water-based marine berth workspace, and this area will revert to its natural state. Gravel/aggregate will be removed from the approximately 449.4-acre parking/laydown area, and topsoil will be replaced. The area will be restored to pre-construction contours where practicable, and the area will be reseeded and allowed to revegetate (see section 1.5.3.1, resource report 1). Wetlands will be returned to pre-construction contours (see section 2.4.2, resource report 2).

8.3 RECREATION

Plaquemines Parish provides recreational opportunities such as birding and wildlife viewing, boating, swamp tours, kayaking, camping, hunting, and fishing. While the Expansion Facilities are located near the Mississippi River, no designated recreational facilities, wildlife management areas, access points, trails, parks, or other regulated public lands managed for recreational opportunities are situated nearby that would be affected by construction or operation activities, as no designated recreation areas are located within 1.0 mile of the Project. The Project site has not been used historically or presently for recreational purposes, and there is no anticipated interference with public access to the river or its associated amenities. No adverse effects to recreational resources are expected as discussed throughout section 8.3.

The Louisiana Department of Wildlife and Fisheries (“LDWF”) Scenic Rivers System was developed for preserving, protecting, developing, reclaiming, and enhancing the wilderness qualities, scenic beauties, and ecological regimes of certain reflowing Louisiana streams. Certain activities are prohibited on designated Natural and Scenic Rivers including channelization, clearing and snagging, channel realignment, reservoir construction, and the commercial cutting of trees within 100 feet of the ordinary low water mark. Scenic River Permits are required for all activities on or near Scenic Rivers that may detrimentally impact the ecological integrity, scenic beauty, or wilderness qualities of those rivers (LDWF, 2025a). No rivers with a State Scenic designation are crossed by or in proximity to the Project (LDWF, 2025a). The nearest river is located 21 miles north of the Project (Lake Borgne Canal [Violet Canal] (LDWF, 2025a).

Davant Park is located about 0.6 mile from the Project on the east bank of the Mississippi River. This park is managed by Plaquemines Parish and consists of two baseball fields, two full size basketball courts, a football field, a playground, and walking trail with multiple picnic shelters. The Percy M. Griffin Community Center is located adjacent to Davant Park. The community center can accommodate events for up to 275 people and also includes an outdoor pool.

8.3.1 Fishing

Commercial and recreational fishing in Barataria basin and the nearshore waters of the Gulf of America are activities for local residents and visitors to Plaquemines Parish. The LDWF regulates statewide fishing and the harvest of crabs, crawfish, oysters, shrimp, and certain reptiles and amphibians. Peak fishing activities for species common to areas surrounding the Expansion Facilities are listed in table 8.3-1. The Expansion Facilities do not encroach on any oyster leases,

alternative oyster cultures, or other public seed grounds (LDWF, 2025b). The closest oyster leases are about 4 miles northeast and 5 miles south of the Project. For more information on oyster leases, see Resource Report 3, section 3.2.4.1.

Species	Location	Typical Open Season ^a
Blue crab	Various	Year-round (peaks May to September)
Crawfish	Various	Year-round (peaks March to May)
Finfish ^b	Various	Year-round with closures as necessary (or recreational quota reached)
Freshwater game fish ^b	Various	Year-round with closures as necessary (or take limit reached)
Oyster	Any	September (Wednesday following Labor Day, second Monday in October for market oysters) through April 30
	Private leases	Year-round
Reptiles and amphibians ^b	Various	Year-round with closures as necessary (or take limit reached)
Saltwater game fish ^b	Various	Year-round with closures as necessary (or recreational quota reached)
Shrimp	Inshore	The spring/brown shrimp season generally runs May to July. The fall/white shrimp season is generally open mid-August to mid-December; some waters stay open into January.
	Coastal/nearshore	Year-round with closures as necessary
	Federal waters off Louisiana	Year-round

^a Source: LDWF, 2025c,d.
^b Specific species and seasons for harvest are outlined in LDWF's annual Louisiana Fishing Regulations.

8.3.2 Hunting

The LDWF divides the state into multiple areas/zones based on the season, game type, and geography. Big game species in Plaquemines Parish consist of deer, wild turkey, and bobcat. Migratory game birds include doves, rails and gallinules, snipe, woodcock, teal, ducks, coots, mergansers, and light geese. Waterfowl includes ducks, geese, and coots. Furbearers include beaver, bobcat, coyote, mink, muskrat, nutria, opossum, raccoon, river otter, and skunk (LDWF, 2025g; iNaturalist, 2025). The Expansion Facilities are located within the West Zone for migratory game birds and Zone 9 for deer (LDWF, 2025e); however, the Project will be located on Port-owned land and is not used for hunting. The Port is in the process of acquiring remaining parcels within the planned Project area. Hunting may occur on the private parcels not currently owned by the Port.

Duck hunting is prevalent in the marsh areas south of the Project surrounding Lake Judge Perez. Individuals lease areas to hunt in the brackish water basins that connect to the Barataria basin, which offers attractive habitat for migrating ducks. Access to hunting areas is available using small boats or airboats launched from nearby canals and boat ramps. Launch sites are available off Lake Hermitage Road (approximately 1 mile southwest of the Project), West Bayou Lane (approximately 3 miles southeast of the Project), and Cascio Lane (over 18 miles northwest of the Project) within the camp community area during applicable hunting and fishing seasons. No impacts on launch sites or duck hunting are expected as result of construction or operation of the Project.

8.3.3 Boating

Myrtle Grove Marina, approximately 4.5 miles northwest of the Project, is a full-service recreational and fishing marina on the Wilkinson Canal, offering boaters direct access to the canal with connections to Barataria Waterway and Barataria Bay. The marina supports boat launches, tours, and fish-cleaning stations. It serves residents and tourists for fishing, wildlife viewing, and coastal exploration (Marinas, 2025). Construction and operation of the Expansion Facilities will have no impact on the Myrtle Grove Marina.

Additionally, there are several marine-focused services off SH 23 to the Mississippi River, including the Port Ship Services Davant and Belle Chasse Marine - Davant Launch which are located about 700 feet and 2,300 feet, respectively, downstream of the proposed berth. Both companies provide commercial maritime support service. For example Belle Chasse Marine - Davant Launch is a U.S. Coast Guard certified facility, it provides crew boats, supply launches, loading/unloading cranes, forklifts, and floating docks (Belle Chasse Marine, 2025). Construction and operation of the Expansion Facilities is not expected to affect the two businesses (see also resource report 5).

8.3.4 Construction and Operation Impacts and Mitigation

A primary concern regarding recreational areas is the impact of construction on the area (i.e., the recreational activities, public access, and resources the area aims to protect). Impacts may include:

- alteration of visual aesthetics by removing existing vegetation and disturbing soils;
- temporary disruption of access and use of recreational areas, primarily because of construction-related traffic;
- generation of dust and noise, which could be a nuisance to recreational users; and
- interference with or diminishment of the quality of the recreational experience by affecting wildlife movements or disturbing trails.

Construction and operation of the Expansion Facilities will incorporate a range of minimization practices to reduce potential indirect effects on wildlife and recreational use. The Expansion Facilities have been carefully sited on existing, agricultural open land to avoid sensitive habitats and recreational lands commonly used for hunting or fishing. No designated recreation areas are located within 1 mile of the Project. In selecting this location, the Project avoids impacts to forested lands, wetlands, or other habitats that are more likely to support recreational game species or provide critical fisheries habitat. The Project area layout has been designed to maintain existing buffers from nearby streams, rivers, and bayous to the extent practicable. These natural setbacks serve to preserve access and protect water quality in areas that may be used by recreational anglers.

Construction and operational activities will be confined to the smallest footprint necessary, thereby reducing habitat disturbance in the surrounding landscape. Erosion and sediment control measures, such as silt fencing, vegetative buffers, and stabilized construction entrances, will be implemented throughout construction to prevent offsite sedimentation that could impact aquatic ecosystems.

To further minimize disturbance to recreational users, the Applicants have conducted a Traffic Simulation Study to maintain safe access and travel along roadways (see appendix 5B).

During construction, barges delivering materials and equipment to the Project may briefly interact with other vessel traffic on the Mississippi River; however, the river's size and capacity for two-way navigation are expected to minimize any disruption. Most activity-related impacts in this area will be temporary and limited to the construction period. The closest recreation area is SH 23 as a state scenic byway, and this area will likely experience increased traffic flows. The potential impact of additional roadway traffic during construction and operation of the Project is discussed in resource report 5.

The maximum number of LNG carriers allowed per year is determined by the U.S. Coast Guard as part of the Waterway Suitability Assessment process detailed in 33 CFR § 127.009. The Project has completed its Preliminary Waterway Suitability Assessment that included a discussion of the LNG facility and LNG Carrier route as well as a risk assessment of the Project to maritime safety and security and risk management strategies. The Follow-On Waterway Suitability Assessment that includes credible security threats, navigational safety hazards, and risk management strategies and is provided with resource report 13.

8.4 AESTHETICS

Visual resource impacts associated with construction and operation of the Project are described below. Aesthetics or visual resources refers to the composite of basic terrain features, geologic features, hydrologic features, vegetation patterns, and anthropogenic features that influence the visual appeal of an area for residents or visitors. In general, impacts on visual resources may occur during construction when large equipment, excavation activities, and construction materials are visible to local residents and visitors and during normal operations to the extent that facilities or portions of facilities and their lighting are visible to residents and visitors.

To determine the potential for Project visibility from surrounding areas, the Applicants will follow FERC's guidance on visual impacts to analyze the Project viewshed.

8.4.1 Viewshed

The primary viewers in the Expansion Facilities viewshed include recreational, commercial, and industrial users of the Mississippi River, residents, and travelers along SH 23. The regional viewshed along the corridor between Belle Chasse and the Expansion Facilities using SH 23 is comprised of natural levee landscapes, wetland ecosystems, and heavy industrial infrastructure associated with the Mississippi River corridor. Belle Chasse hosts several petroleum, marine logistics, and fabrication facilities, including the significant presence of oil terminals and refining-related infrastructure and coal terminals.

An increase in vessel traffic associated with the construction and operation of the Project's marine berth may affect the viewshed of the Project Area. The section of the Mississippi River on which the Project will be built is part of a high-traffic commercial shipping channel which connects numerous commercial and industrial marine terminals to the Gulf of America. A large amount of ship traffic within the Mississippi River corridor is associated with these existing industrial facilities. An increase in vessel traffic as a result of this Project would not significantly change the visual character of the Mississippi River in this location because large vessels (including LNG carriers) already account for a significant proportion of vessel traffic in the area

(see section 5.2.6 in resource report 5). For more information regarding the visual impacts of increased vessel traffic, see appendix 8C.

Natural levee landscapes visible from SH 23 and the Mississippi River Corridor are associated with the Oakville to St. Jude Levee System, which averages 17 feet in height (USACE, 2022). On the other side of the Mississippi River, the Phoenix to Bohemia Polder System averages 16 feet in height (USACE, 2025).

The Project will be located at the southern end of a predominately industrial corridor that extends south of Belle Chasse along the Mississippi River. Existing industrial operations near the Expansion Facilities include the Plaquemines LNG Terminal Site, a tank farm and former refinery, and coal transfer facilities located on both sides of the Mississippi River. The Authorized Facilities include storage tanks, flare stacks, security fencing, lighting, berthing equipment, and other appurtenant structures that largely dominate the visual landscape. Tall structures associated with the Authorized Facilities include the LNG storage tanks (188 feet tall), the warm/cold/spare flare (280 feet tall), low-pressure flare (175 feet tall), and marine vapor control (100 feet tall). A 30-foot-tall storm surge wall was constructed around the perimeter of the Plaquemines LNG Terminal Site. A few residential areas are directly east and across the Mississippi River from the Project although they are separated from the Project by the presence of levees and have partially obstructed views.

The Expansion Site will be protected behind a storm surge wall, extending from the Plaquemines LNG Terminal Site (approximately 30 feet in height). The Expansion Facilities will be similar to the Authorized Facilities except for the LNG storage tanks, which will only be located at the Authorized Facilities. All other aspects of the Expansion Site including the gas gate station and interconnect facility, pretreatment systems, LNG processing, liquefaction blocks, refrigerant storage, boil-off, flash, and gas relief systems, buildings, stormwater piping system, combined cycle gas turbine power plant, water supply, and communication systems will be protected behind the storm surge wall. The storm surge wall will be constructed of sheet piling, supported by a pile and wale system. In addition to protecting the Expansion Site from flooding and storm surges, the storm surge wall would provide visual screening for the Project, obscuring ground-level lighting, and construction and operation activities from nearby residents and travelers on SH 23. The wall will be immediately visible along the portion of SH 23 which abuts the Project area and will be similar in appearance to the existing storm surge wall at the Authorized Facilities.

The Applicants conducted a viewshed analysis of the Project area, which is included as appendix 8C. Seven key observation points (“KOPs”) were selected in the vicinity of the Project to assess the current viewshed of the Project area and compare the current viewshed to the future viewshed of the completed Project. This analysis provides the visual effects the Project would have on nearby residential areas, recreational areas, and state-designated scenic byways.

8.4.2 Lighting

The Facility Lighting Plan is provided in appendix 8B. The plan provides an overview of the different types of operational lighting that will be used throughout the facility, including emergency lighting, aircraft safety lighting, and roadway lighting. The plan also addresses the potential mitigation measures the Applicants propose to use to minimize and optimize the lighting required for the safe and efficient operation of the Expansion Facilities. Nighttime lighting is prominent in and around the Expansion Facilities given the nearby industrial facilities and the Authorized Facilities. The Expansion Facilities will add to lighting impacts due to the need to comply with the lighting requirements for operational safety and security. The storm surge wall

will assist in mitigating the proposed construction and operational lighting by serving as a physical barrier that obstructs direct lines of sight between lighting sources and nearby receptors.

8.4.3 Construction and Operation Impacts and Mitigation

Construction and operation of the Expansion Facilities will result in a permanent impact on the visual landscape of the area. Construction of the Expansion Facilities and Temporary Workspace will create temporary visual impacts associated with heavy truck and equipment traffic. Temporary impacts will be greatest on views from SH 23. Impacts will be minor because changes will be consistent with the existing industrial land use in the area and impacts will only occur during the period of active construction. The tops of the flare structures will be approximately 280 feet in height, which will create a vertical visual contrast across a relatively flat existing landscape. The marine berth and offloading facilities will permanently modify the existing viewshed; however, they will be consistent with the other industrial areas located along the river. The Expansion Facilities will be partially screened with the storm surge wall that will limit the visual impact to those traveling on SH 23, and it will be relatively minor due to existing industrial facilities surrounding and northeast of the Project.

The Expansion Facilities are intended to align with the current aesthetic composition of the facilities in their immediate vicinity mentioned above. Tall structures under the jurisdiction of the FAA will be marked in accordance with FAA regulations. The Expansion Facilities will increase the industrial viewshed of the area; however, visual effects are intended to be in line with existing facilities. The heights of the LNG carriers that will visit the Expansion Facilities are within the range of heights that normally transit the waterway and those visiting the Plaquemines LNG Terminal Site; therefore, aesthetic impacts from additional LNG carrier transits will be minor.

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